

The Token Hunter

February, 2016 Volume: 35
Issue: 2

N.U.T.S.

National Utah Token Society



Gold Coin in each Month's Raffle

Next Meeting
February 25th
Columbus Community
Center
2500 S. 500 E.
Room 105 7:00 PM

P.O. Box 651071, Salt Lake City, UT 84165 - www.UtahTokenSociety.com - NutsTokenHunter@gmail.com

President's Message

It's almost time for our February meeting! We will see you on February 25th at 7 p.m. at the Columbus Community Center, 2530 S. 400 E., Salt Lake City. Welcome to all of our new and returning members. Remember to renew your club membership, if you have not done so. We will have an interesting special item coming for those who have renewed their membership by March's meeting.

February's meeting will be for our first 2016 auction. Each member can bring up to five items to be auctioned off. Please let Eldon, Ken or me know what you are bringing if you would like them pre-listed. Bring your money to the auction so that you can replace what you just sold!

We went to the coin show and got some great items at great prices for the raffle, so be prepared to buy some raffle tickets that night, too. It might be one of the best raffles of the year because we got such good deals this month.

Next month will be the medals design voting. Present your design and we will vote to choose the one that will best represent the club for 2016. We all look forward to seeing each other's designs.

I am looking forward to seeing you. Bring a friend and help them become a new member, or invite an old friend who hasn't been coming for a while. Remember, this is your club and we are all open to your quality suggestions to make it the best club that it can be.

Thank you for your support.

Kevin Barnes



Membership Fees

Individual: \$12

Family: \$18

Please bring guests!!!

Treats

February's - Johnny Gallegos

How to get Christmas Raffle Tickets Throughout the Year

- 1 for monthly attendance,
- 1 for bringing treats (dessert and drink),
- 1 for being an officer/wagon master each month,
- 1 for each hour serving at the coin/token show,
- 1 for submitting an article,
- 1 for referral that joins club,
- 1 for member spotlight or special find in the news,
- 1 purchasing prizes for the raffle per month

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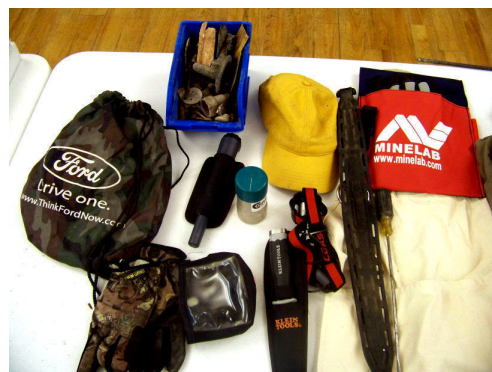
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Guest Speaker President Kevin Barnes on Metal Detecting Techniques



Kevin sharing his techniques and rules of metal detecting. Pictured above is how not to dig a grass plug, instead leave a flap on a triangle section of grass.

1. Fill in holes so the grass will not be sucked in by a mower.
2. Always get permission.
3. Never detect national parks or historical sites.
4. Use your tools that you have bought or made.



Mike Morey on Researching Locations to Metal Detect



Resources: books, maps, historical resources, residents and more.

January's Meeting



Welcome Guests and New Members



Swearing in of the 2016 club officers.

News

ANA Video Series



The ANA now has several videos explaining topics like inheriting a collection and grading coins. There are currently five videos and would expect more soon.
<https://www.money.org/video-vignettes>

Love to Breathe Tokens



Somer Love has shared 4,500 Love to Breathe Tokens to bring awareness of the disease she has, Cystic Fibrosis. The disease affects her lungs causing her to wear an oxygen mask all day, everyday. The tokens have been to every state in the United States and many places around the world. You can learn more about Somer's story, the disease and the tokens at:
<http://www.lovetobreathe.com/love-to-breathe-tokensreg.html>

Winter Coin Show

The show had a really good turn out on the first day (Friday) and had a lot of activity. However, on Saturday it was snowing and had less people but, more than the dealers expected. ANACS returned to grade coins at the show or to take orders. Overall it was a really good show.



Bullion

Gold: \$1227.30 ▲ +\$112 - Silver: \$15.41 ▲ +\$1.21

Trolleys

By Phil Lavorgna

With the invention of the Electric Motor in 1830, this led to the invention of electric locomotion. In 1845 an electric locomotive designed by a Scottish engineer, Robert Davidson, using battery power traveling between Edinburgh and Glasgow at a speed of 4 miles per hour.

In 1851 a battery car built by Professor Charles G. Page of the Smithsonian traveled at 19 miles per hour between Washington DC and Bladensburg, Maryland.

Between 1845 & 1879 there was a large improvement in electric motors, primary power for all street cars and interurban cars.

1879 in Berlin, Siemens had a small electric locomotive, which used a third rail. It hauled 20 people at 8 miles per hour.

Up to 1880 primary power for most streetcars was horses, but horses were not economical. It took up to 8 horses for each car to run. In 1872, an epidemic of an equine respiratory disease called the Great Epizootic, in the Philadelphia area 2,250 horses died; in New York City 18,000 died or was too old for service. Some cities went to steam dummy engines, compressed air, internal combustion, but none were perfect. The battery car moderately successful in New York was used until 1933, but nowhere else.

A cable car was designed by Andrew S. Hallide in 1873 as a means to climb San Francisco hills. The cable cars are still in service. Lines were also built in most major cities.

Principal problem for electric motors was the design to stand shocks of ordinary travel and a system to transmit power to cars. In 1883 Daft and Depoele came up with commercial use using the third rail. This failed with streetcars because of the danger of the exposed the third rail in the streets. This system worked well on elevated or subway lines.

Between 1887 & 1888 a pick up system of a trolley riding on two overhead wires. From this, the word trolley came into use and became the generic term for streetcars. In 1883 Frank Sprague designed a 500 volt direct current mounting a motor between the axle and springs wheelbarrow fashion. He used an under running pole trolley with a single overhead and rail return.

In 1887 the installation in Richmond Virginia, with 12 miles of track was one of the first commercial uses, with its own powerhouse and 40 double motor cars. Within three years 200 streetcar systems were built and ordered, about half built by Sprague and 90% based on Sprague's patent. By 1902 97% of street railways were electrically operating. Only 12 years earlier, 70% of street railways had used animal power. In 1901 there were some 15,000 miles of electric railways in the U.S. But the remarkable success of his electric car in urban service inevitably led to its consideration for rural and intercity operation. Extension of electric railways into rural areas appeared particularly attractive around the turn of the century. Population increased at a rate of 1 & 1/3 million per year, due to heavy immigration, greater life expectancy, and a high birth rate.

Increase in incomes and literacy among farmers brought the demand for greater mobility and more frequent access to towns and cities. Horse drawn buggies limited range to a few miles, both by speeds over dirt roads and by fatigue of horses. Trains stopped only in towns, often miles from farm houses. Steamboats were slow and could serve only areas close to navigable streams.

Street railways came to rural areas, mainly by way of extensions of city street car lines. They came along country roads, utilizing present roadways or private right of ways. Equipment that was used, was larger, heavier, faster, and used closed cars.

Ohio had 2,798 miles of lines, Indiana 1,825 miles, Michigan 981 miles, Eastern Midwest areas integrated network of 5,050 miles equaled roughly 1/3 American mileage in 1914, with Pennsylvania 1,498 miles, Illinois 1,472, California 1,295, NY 1,129, making up the rest of the majority of mileage. No other states had more than 500 miles. Longest continuous trip was in the Northeast and Midwest. Between 1910 and 1922 it was possible to travel by interurban from Elkhart, Wisconsin, on Wisconsin Power and Light Company, to New York, on the Southern New York Railway a distance of about 1,087 miles.

No one took this trip, but in 1910, 22 businessmen of Utica, New York chartered car 502 of New York's Central's Oneida Railway for a roundtrip on Interurban tracks to Louisville Kentucky. They traveled by day and spent nights in hotels. It was possible to travel by night, utilizing sleeper cars from 1903 to the 1940s. Lines like the Illinois Traction had cars running from East St. Louis to Springfield to Decatur, Illinois. Also cars ran between Indianapolis, Indiana and Louisville, Kentucky. There were limited meals offered on the interurban lines throughout the years of services. Decline of all the services was mostly due to the assembly line in the manufacturing of the automobile.

How many miles of this great mileage are left? Subway and surface streetcars lines were used in Boston and Philadelphia.

Trolleys (Coninued)

By Phil Lavorgna

Elevated train lines and subways used a third rail. Electric high speed commuter lines, from New Haven to Washington, DC used overhead wires and a pantograph pickup. A plan for 98 new miles of subway and elevated third rail lines from Washington DC into Maryland and Virginia. A new subway and elevated third rail system was built to serve in and around Atlanta Georgia. A very short section in New Orleans is all that is left of a 1924 citywide system, from 221 miles to less than 20 miles today. Chicago has an elevated and surface system third rail lines that are still in use today.

A line from Chicago to South Bend, Indiana that is probably the only interurban line left in the U.S., with a regular schedule. Cars utilized weighed 150,000 pounds and 77 feet long. In the west, the only place left with lines is in Yakima, Washington. A freight line was maintained by Union Pacific to service the apple growing in the area. In 1975, streetcars built by Brill, of Philadelphia, were returned from Oporto, Portugal, rebuilt and are running again in Yakima.

San Francisco has the only operating cable car system left, that is registered the National Registry. Then there is the Bay Area Rapid Transit which operates from Daly City, which is south of San Francisco, under the bay to Oakland, east to Concord. Much of this portion runs pretty much over an area that was covered by the Sacramento Northern. BART also operates from Richmond through Oakland, south to San Jose.

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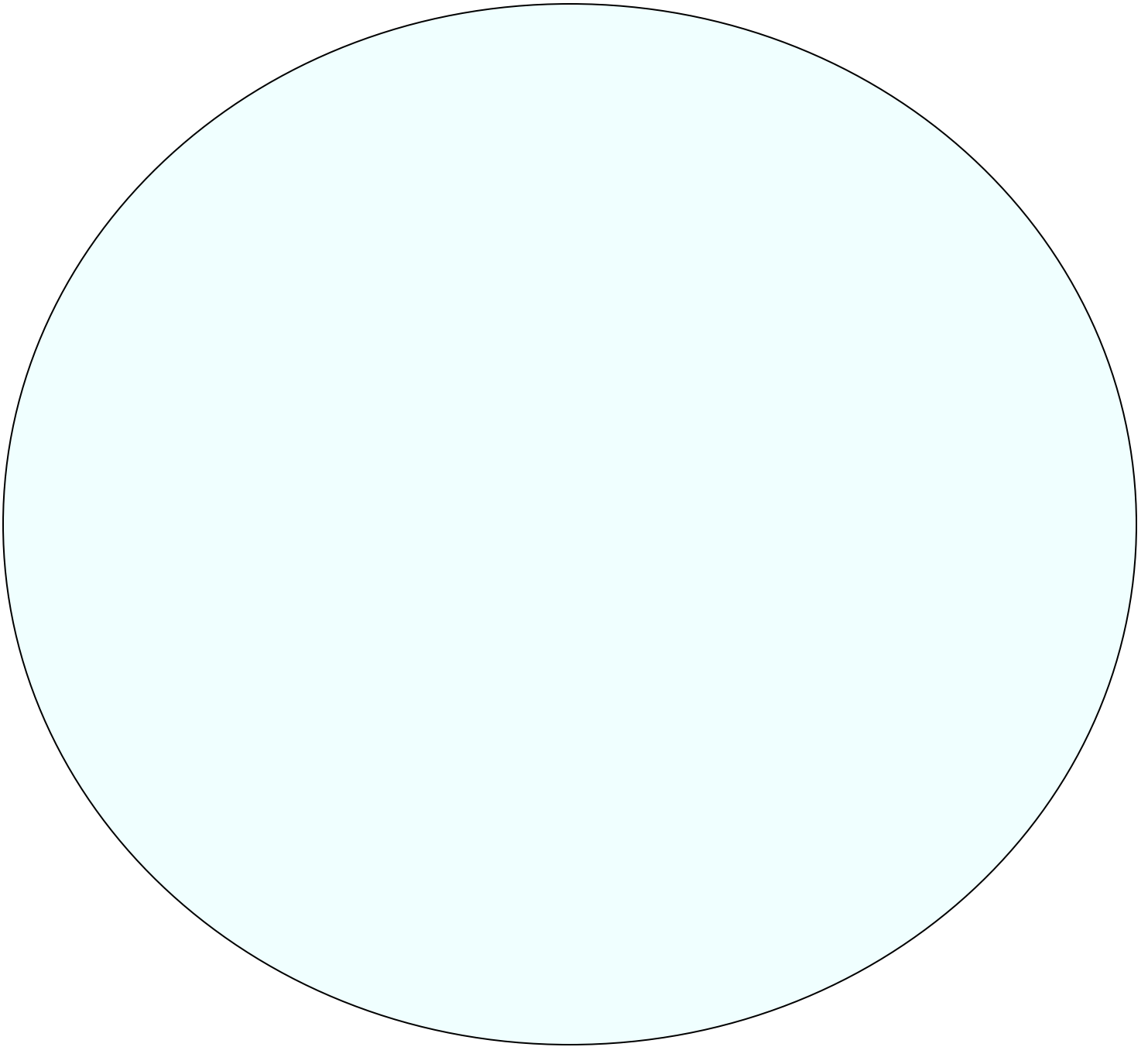
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Do you want to be in Club Directory? Y____ N____

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N.U.T.S. MEDAL DESIGN SUBMISSION



NUTS members it is time to submit your designs for the club medal. There is no specific theme required for the medal. Photographs may be used for a design as well as artwork. If a photo is used it needs to be sharp and clear with distinct lines. For example pictures of buildings work well. **Remember permission must be obtained to use copyrighted material.**

Name: _____

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Year: 2016



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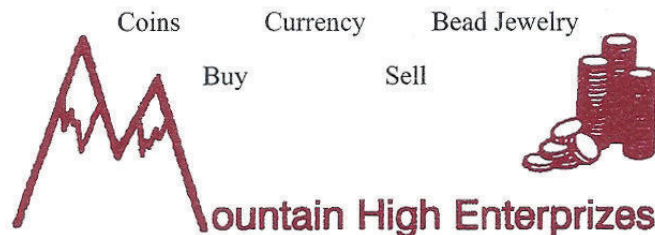
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